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MASSACHUSETTS PLUGHMAN

THE CATTLE DISEASE

Questions & Answers.

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ABOUT POTATOES

PERCHERON "LEO."

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BOSTON, SATURDAY, APRIL 1, 1871

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VOLUME X

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ways are so lamentably effective as to bat at the foundation. They need no drainage as the first step to any improvement in their permanent condition. The drainage alone will not make a good road out of a bad one without it no amount of labor will permanently improve it. It is axiomatic to self-evident a proposition has no value. In many cases the heart loads of gravel will be dumped up a sinking slough, when perhaps money spent in drainage would have dried the evil.

As a general rule there ought to be independent systems of drainage for common roads, one to control the water by means of side ditches and wherever needed, and another of drains on which the surface of the road is raised. For this latter purpose the most serviceable and profitable drains on wheels the cheapest, they are most durable and effecting being laid below the frost they can operate when the surface is frozen, as the road is to be with the surface of the ground in spring, before a breaking up of the surface covering infinite inconvenience of the public. This work, wherever it is done is in the line of permanent improvement, and will be generally understood and well received at all its roads at once. But a portion or the worst portions from year, and doing them well, the roads of towns would in the course of a few years be in a very different condition. The details as to how it should be

be found developed at considerable
 in Prize Essays published by the S.
 One of the very common errors
 made in constructing catch-water
 drains is to suppose that the
 traveller no little inconvenience
 make them too high, and crossing
 off diagonally so that the wheel
 at the different times with a short
 time interval to ascend the drain
 raised too high also to the injury
 for the horse. They should be made
 shape of an inverted V with the point
 up the ascent so as to divide the
 rain into very common mistake
 run them off, or rather to attend
 our roads, it is plough and
 and throw the material, rods, a
 manure which the rains have washed
 them into the centre of the di-
 About as this practice appears, it
 seen in our country roads, and in
 many cases, where good road m-
 easily accessible. The consequence
 that the first rains convert this loose
 material into a better for a topdres-
 than that for the surface of a road
 perfect gloss of mud, and the
 washes it back into the ditch. In
 soon this material becomes a perfect
 dirt, annoying to the traveller, des-
 troying the appearance of the road.
 No strength of language is adequate
 justice to the injury which is
 and the surveyor who allows it out
 complained of as an enemy to society
 should be as destructive to any good r-
 it would be better economy for the
 throw the money directly into the

let it lie there. It would be as ready
to improve the road by the
time of meadow muck, and yet we come
to more than one large and wide
where last spring we saw nothing but
men, doing this very thing, with
hoes and spades, to cut and throw
centres of the road the turf, mould and
ble earth from the side ditches. The
three towns before that sad state
where were a standing disgrace to a
civil community, and yet we watch
day by day through the long summer
to see them sink lower and lower in
till it became positively dangerous
over them.

Nothing is more certain, nothing
established by the experience of
and of practical men, than that a
surprising foundation is one of
requisites for a good road. And